

To-day's Advertisements.

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DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMoy AND TAMSUL.

The Co.'s Steamship Formosa.

Captain HALL, will be despatched for the above Ports on MONDAY, the 14th Instant, at 2 p.m.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, November 12, 1887. 2203

GLEN LINE OF STEAM PACKETS.

FOR YOKOHAMA AND KOBE.

The Steamship Glenelles.

Captain PARK, will be despatched as above on MONDAY, the 14th Instant, at 4 p.m.

For Freight or Passage, apply to JARDINE, MATTHESON & CO., Agents.

Hongkong, November 12, 1887. 2208

FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

The Company's Steamship Pine-Clan Kiao.

Captain J. POWELL, will be despatched for the above Ports on TUESDAY, the 15th Inst., at Daylight.

For Freight or Passage, apply to YUEN FAT HONG, Agents.

Hongkong, November 12, 1887. 2209

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship Haiphong.

Captain HARRIS, will be despatched for the above Ports on WEDNESDAY, the 10th Inst., at 5 p.m.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, November 12, 1887. 2214

FOR KOBE AND YOKOHAMA.

The Steamship Gedling.

Captain THOM, will be despatched for the above Ports on WEDNESDAY, the 10th Instant, at 5 p.m.

For Freight or Passage, apply to GEO. R. STEVENS & CO., Agents.

Hongkong, November 12, 1887. 2216

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY AND MELBOURNE.

The Co.'s Steamship Chrysanthemum.

J. E. WILLIAMS, Comptroller, will be despatched as above on SATURDAY MORNING, the 10th Instant, at Daylight.

The attention of Passengers is directed to the superior Accommodation offered by this Steamship. First-class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are berthed in the Poo. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to BUTTERFIELD & SWINEY, Agents.

Hongkong, November 12, 1887. 2207

THE BEN LINE OF STEAMERS.

FOR SINGAPORE AND LONDON.

The British Steamer Bantam.

Capt. WEBSTER, will be despatched as above on about the 22nd Instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 12, 1887. 2217

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS.

TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship OCEANIC will be despatched for San Francisco, via Yokohama, on THURSDAY, the 1st December, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco \$300.00

To San Francisco and return, \$350.00

available for 6 months ... \$300.00

To Liverpool ... \$33.00

To London ... \$38.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%.

This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, November 12, 1887. 2212

THE JUBILEE

THE B. F. FETE.

FULL PARTICULARS IN THE OVERLAND CHINA MAIL.

ORDERS SHOULD BE SENT IN EARLY!

HONGKONG, NOVEMBER 12, 1887.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

TUESDAY,

the 15th November, 1887, at 2 p.m., at his Saloon, Queen's Road, —

AN ASSEMBLY OF JAPANESE WAR E.

comprising—

SATSUMA, KANAGAWA, MIAMI, KYOTO, AND TOKIO VASES, JARS, BOWLS, INK-WEAR, ENAMELED WARE, BRONZES, EMBROIDERED SCREENS, &c., &c., &c.

TERMS OF SALE.

As customary.

J. M. ARMSTRONG,

Auctioneer.

HONGKONG, NOVEMBER 12, 1887. 2211

TO LET—FURNISHED.

1 THAT HOUSE AT THE PEAK, formerly occupied by the late W. H. BREEDON, Immediate Entry.

Apply to G. C. ANDERSON,

13, Praya Central,

HONGKONG, NOVEMBER 12, 1887. 2215

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS.

TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE.

VIA

THE CANADIAN PACIFIC RAILWAY

AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship BATAVIA, 2,553 Tons Register, Warrant Commander, will be despatched for VANCOUVER, B.C., AND KOBE AND YOKOHAMA, on FRIDAY, the 23rd November, at 5 p.m.

To be followed by S.S. PARTHIA, on the 10th December, and AYSSINIA, on the 3rd January.

Connection will be made at Yokohama with Steamers from Shanghai and Amoy, Ports, and at Vancouver with San Francisco, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY.

Through Passage Tickets granted to England, France, Germany by all trans-Atlantic Lines of Steamers.

First-class Fares granted as follows:—

To Vancouver Mex. ... \$160.00

To Victoria and San Francisco 175.00

To all common points in Canada and the United States ... 200.00

To Liverpool ... 300.00

To London ... 305.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Fright will be received on board until 4 p.m. on the 14th November.

All Parcels must be sent to our Office and should be marked to address in full and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & CO.,

Agents.

HONGKONG, NOVEMBER 12, 1887. 2206

SHIPPING.

ARRIVALS.

NOVEMBER 11, 1887.—

Glenelg, British steamer, 2,204, R. A. Donaldson, London September 23, and Singapore November 5, General JANEINE, MATTHESON & CO.

Mongkok, British steamer, 857, Geo. Anderson, Bangkok November 3, Rio and General—YUEN FAT HONG.

Hongkong, November 12, 1887. 2217

DEPARTURES.

NOVEMBER 12.—

Haiphong, British steamer, 1,122, Harris, Foochow November 8, Amoy 9, and Swatow 11, General—DOUGLAS STEAMSHIP CO.

Triumph, for Hoihow.

Soriano, for Hoihow.

Marte, for Haiphong.

Kwang Lee, for Shanghai.

Peking, for Singapore and Calcutta.

Mediterranean, for Manila.

Zefiro, for Amoy and Manila.

Sea Pablo, for San Francisco.

Peking, for Bangkok.

Yi-Sang, for Swatow.

OICARAI.

Triumph, for Hoihow.

Soriano, for Hoihow.

Marte, for Haiphong.

Kwang Lee, for Shanghai.

Peking, for Singapore and Bombay.

Nile, for Singapore and Hamburgh.

Thaïs, for Coast Ports.

Amigo, for Amoy.

Peking, for Bangkok.

Yi-Sang, for Swatow.

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Mediterranean, for Manila.

Zefiro, for Amoy and Manila.

Sea Pablo, for San Francisco.

Peking, for Bangkok.

Yi-Sang, for Swatow.

DEPARTURES.

NOVEMBER 12.—

Per Glenelg, for Hongkong; from London, Mr. and Mrs. Phillips, Miss and Master Phillips, Miss Barley, Captain and Mrs. Moore, Mr. Joyce, Captain Geo. Westoby, F. Davis and W. Young, Mr. Currie; and 250 Chinese, from Singapore. For Shanghai: London, Mr. Geo. Brown, 3 children and maid, Mr. and Mrs. Nixey, Mr. and Mrs. Miss Lee, Mr. and Mrs. Wylie, Rev. Mr. and Mrs. Williams, Misses Browne, Gilliland, Davidson, Pearson and Wintebottom, Mr. Johnson, Mr. Brown, Dr. Roberts, Messrs. Amand and Wright.

Per Mongkok, for Bangkok, 18 Chinese.

Per Haiphong, from Coast Ports, Messrs. Gaten, Lauts, and Mr. Alice, and Mr. E. Allen, and 103 Chinese.

Per Changsha, from Sydney, A. Mizzen, Fleming and Hook, Messrs Francis, Murray, Whitten, Orkney, M.L.A., Torr, Whittle, Mackay, Ray, Molyneux, and 76 Chinese.

Per Tientsin, 300 Chinese; for Colombo, Mr. F. Dunn, the Hon. G.

Hongkong Observatory, November 12, 1887.

PASSENGERS.

ANALYSED.

Per Glenelg, for Hongkong; from London, Mr. and Mrs. Phillips, Miss and Master Phillips, Miss Barley, Captain and Mrs. Moore, Mr. Joyce, Captain Geo. Westoby, F. Davis and W. Young, Mr. Currie; and 250 Chinese, from Singapore. For Shanghai: London, Mr. Geo. Brown, 3 children and maid, Mr. and Mrs. Nixey, Mr. and Mrs. Miss Lee, Mr. and Mrs. Wylie, Rev. Mr. and Mrs. Williams, Misses Browne, Gilliland, Davidson, Pearson and Wintebottom, Mr. Johnson, Mr. Brown, Dr. Roberts, Messrs. Amand and Wright.

Per Mongkok, for Bangkok, 18 Chinese.

Per Haiphong, from Coast Ports, Messrs. Gaten, Lauts, and Mr. Alice, and Mr. E. Allen, and 103 Chinese.</

THE ALICE MEMORIAL FETE.

Advantage was taken of the celebration of the Jubilee to give a fete in the Public Gardens on behalf of the Alice Memorial Hospital. Every one will remember the delightful fete that was held in the same place and for the same object last year, and no happier way of finishing the "Jubilee" could have been devised than the repeating of that pleasant entertainment. There was no time to make the arrangements on an extensive scale at last, but the committee and the workers with their availed themselves of all the material at their disposal to make the fete as attractive as possible. And although the entertainment last night was not equal in brilliancy to the one of last year, it was a very creditable one and drew a large crowd to the Gardens. The grounds were densely crowded between half-past eight and ten o'clock, and as most of the European visitors at least seemed to be fagged out after the jubilating of the previous day, a number sat at a party early hour. The weather however was not very propitious, a slight drizzling rain falling during a part of the evening, and the night was very cool.

The Gardens were brilliantly lighted with lanterns, and along one of the sides of the fountain terrace were ranged the illuminated fish that had figured in the night processions, which threw out a bright glow over a large part of the Gardens.

The first erection which attracted attention on entering the grounds was the scaffolding for the discharge of fireworks. The display in this particular was not very large, but from time to time a loud spluttering of crackles could be heard and seen, while the burning of some coloured lights threw a glare over all the gardens.

On the lower terrace there was also the small bamboo erection designated the English theatre. There T. W. Robertson's most amusing farce "Two Gay Daccahs, or Black, White and Grey" was performed twice during the evening. The first performance was well attended, but the second rather poorly.

The following was the cast:

Arouse Blaize, A. Cheshire, and Drury, Inventor of an Inflatable. Lorham White, A. Professor (of course) of Law, Embury, and A. Pocock, H. M. Thomas.

All three actors made the most of the comic situations in which the one-act farce abounds. A few topical songs, in which the Jubilee celebrations was the principal butt, were sung, and highly enjoyed the audience.

On the level above this terrace were the fancy stalls arranged around the fountain. The stalls were bedecked with useful and fancy articles, flowers, toys, &c., and were generally surrounded with crowds of be-pedalled Chinese, some of whom, however, were not very eager buyers. A fairly good, nevertheless, was done, and numbers of articles were disposed of by rail.

The first stall on the left hand side, which consisted of fancy work and embroideries, was provided over by Mrs Chalmers, assisted by Mrs Hutchinson, Miss Chalmers, Miss Croxton and the Misses Hazelton. The most fancy goods stall was provided over by Mrs Jameson, assisted by Mrs Peterson, Mrs and Miss Croxdale, and Mrs Cooke, while young Miss Wallace at this stall was dressed as Mother Hubbard, and was disposing of a large number of toys. The refreshment stall was provided over by Mrs. Cawley, assisted by Mrs. Withers, Miss Thompson, while the dairy stall was in charge of Mrs. Mason, assisted by Mrs. Mortimer, Miss A. Thompson and Miss Cameron. The flower stall on the right hand side was attended to by Mrs. Forrester, Mrs. Huntington, Mrs. Honeck, the Misses Cameron, and the Misses Hancock.

On the higher levels were the Chinese entertainments and the great eight-footed lion. The latter was a large creature, when up till about half past ten o'clock some heart-stirring opera occupied the boards. A Chinese hand a little higher up was discoursing choicé classical selections, full of intense harmony and soft feeling. Aunt Sally and the shooting gallery were nowhere to be seen by the time we reached the grounds, and we suppose that there had not been time to organise these amusements. We also greatly missed the magnificent art gallery which was such a feature of last year's show.

In an erection at the side of one of the walks on the fountain terrace there was a magic lantern exhibition which seemed to be very popular both with the Chinese and with the Europeans. Quite close by the Band of the Northamptonshire Regiment were stationed, and from 10.15 to 11.15 played a number of choice selections. In the upper part of the grounds there was also a great Manchurian lion going through most elaborate evolutions calculated to make one's hair stand on end. The Chinese musicians had finished exhibiting before we reached their end of the ground, but we believe they were a source of delight to a large crowd of spectators. There's one change from last year which we must note, and that is the removal of the refreshment bar to near the top of the Gardens. We met one or two very anxious enquires for that section of the entertainment who seemed to be at a loss as to whereabouts. We doubt if the change was a judicious one, for the bar did not seem to be largely patronised, and to many who are not educated up to Chinese music it was scarcely a pleasure to have to pierce through all the Chinese entertainments before attaining the consolation desired. Attached to the bar was an enclosure where parties, for the payment of 10 cents, might sit and enjoy their refreshments in quietude.

We believe that the pyrotechnic display will be continued with increased brilliancy to-night and that there may be an additional attraction in the shape of a display of fire on the water of the fountain. This is due to the Committee and the Hon. Secretary, Mr. Stewart Lockhart, for the prudence with which they carried out, in such a short time, the admirable suggestion that the jubilee celebration should be wound up by a fete in the Gardens. The show is not on such a grand scale as last year, but it must have entailed great work in getting it up so hurriedly. The committee consisted of—Mrs Cameron, Mrs. Ackroyd, Mrs. Bell, Mrs. Bellis, Mrs. Bell-Irving, Mrs. Bird, Mrs. Broke, Mrs. Cawley, Mrs. Chalmers, Mrs. Forrester, Mrs. Ford, Mrs. Hancock, Mrs. Harman, Mrs. Jameson, Mrs. MacEwan, Mrs. Mackintosh, Mrs. Mason, Mrs. Mortimer, Mrs. Scorer, Mrs. Wise, Mrs. Withers, & of whom the following formed the Working Committee—Mrs. Brooke, Mrs. Cawley, Mrs. Chalmers, Mrs. Forrester, Mrs. Withers.

THE A. D. C. PERFORMANCE IN THE CITY HALL.

We have great pleasure in recording the fact that the first performance of the Amateur Dramatic Club—which, on Tuesday evening, the 8th inst., off the Jubilee celebrations in the Colours—was a marked success. There was a full house and the audience present was—His Excellency Sir William De Veer, attended by his Private Secretary (Mr. Slingsby, W. Bethell), and H. E. Major-General Cameron and the Major Cameron. The theatre itself had not, in its gayety, ever been so decorated quite recently, and the Bojanists have succeeded admirably in reproducing the beauties of the setting, which had been so well marked off by climatic and other influences. In its new dress, our pretty little theatre now recalls to mind the creditable appearance it presented when H. R. H. Prince Alfred visited it to the public just eighteen years ago.

Mr. W. Brington's comedies "Withered Leaves" and a comic drama entitled "The First Night" were the pieces produced on this occasion. The first is a cleverly-written piece well suited to amateurs, while the latter is a most amusing and entertaining drama. In both pieces the cast was so arranged that, almost without exception, each member naturally fell into his or her suitable position. We shall not attempt any description of the plot of "Withered Leaves." Suffice it to say, that we have never seen Mrs. Whittall to such great advantage as she appeared in the character of *Lady Coopers*. To see her in this role was a genuine pleasure, and criticism of a fault-finding nature would therefore be a long way out of place. Her ease and grace set well upon her, and the manner in which she "managed" her husband and her appearance of a stepmother was admirable.

Charles W. S. Longfellow—In the character of *Major Molineux*. On the 9th inst., a salute of 21 guns was being fired from the ship with 6-in. breech-loading guns. The gunner, Robbins, was firing the salute. I was removed to the ship since 7th April last. On the 9th inst., about five minutes past twelve a salute had just been fired when I was called on deck. I found Jackson laid on the deck in an unconscious condition; his face, neck and left shoulder severely burnt. His clothes were smouldering. His left forearm and wrist were shattered and there was a wound on the chest fracturing the chest wall, causing almost immediate death. The injuries were not as bad as those of the other man, but the man was not serious.

George Robbins—I am gunner on board the *Mutine*. The salute was fired by me, during which one gun misfired. After the salute was fired, I reported to the commanding officer, and went to ascertain the cause of a misfire. The gun is a 6-in. breech-loading gun. The breech swings open to allow of loading and safety lock again when loaded. The first thing done is to open the breech for which two motions are required: the first unlocks it and the second pulls it open. It is after the second motion that the gun is fired. Directly after the gun misfired I heard No. 1 give the order to No. 2 to shift the tube. I did not, however, say whether the tube was shifted or not. When the salute was finished the gunner came to ask why the gun had misfired. He looked into the chamber and said the charge was too far in. He measured the distance and removed the charge to its correct position. Jackson then closed the breech. The cartridge case is a cylinder. The arm is put through this cylinder and inserting the charge, and the charge is three pounds and is contained in a rifle cartridge. The charges are kept up. When the cartridge is put in the gun the breech is closed and locked. For the opening and closing of the breech only one word of command is given. After the breech is closed the percussion tube is put in, and when this is done the gun is ready for firing. There is no fresh command for this; it is all included in the word "load." In firing a salute each gun is fired after eight seconds of an interval. I give the signal with my hand. There are four men to each gun besides one gunner on each side of the ship who fires the gun. The gun is fired by a hammer falling on to the tube which is done in one motion. This is done by pulling a string and until the string is pulled the gun is perfectly safe. I then intended the firing of one gun. On the gun in question I had fired 17 before this one misfired. We completed the salute with the other three before doing anything else. I then went and reported that the salute was complete, and as soon as I had done, I went to examine the gun. It was on the port side of the quarter deck. A little more than a minute elapsed while I was watching the completion of the salute, and did not notice that one of the guns had misfired. I reported afterwards to Lieutenant Broadbent, but I don't remember whether he told me to go and look at the gun. On returning to the gun I found the breech open and saw the cartridge too far in. I said that was the reason why the gun misfired. Jackson went to close the breech, saying at the same time that he did not think that was the reason of the misfire. He had swung it but did not look at it. I held my hand up to stop him and to inquire where the tube was and immediately the explosion took place. The explosion blew the breech piece away from the gun altogether. I was standing at the rear of the gun at the time. I got my face singed and clothes burnt but was otherwise unburnt. Jackson was quite close to the gun, but Wickenden was about ten feet away from it when the explosion took place. The Captain was returning from the cabin to the deck outside the cabin with the now chief officer, Mr. Millar. There were two quartermasters there. I heard a Japanese calling for a seaman and making a great deal of noise. I asked the man what he wanted and told the quartermaster to get him out, and told the quartermaster to fetch his clothes. The Japanese was using bad language. At that time the Captain came up to me saying "Get out of this." The man fell on the deck towards the gangway. The Captain was then on the second last step of the ladder. I lowered the ladder to allow the Captain to stretch as far as he could to try and save the man. There was a sampan close by, but the Japanese did not reach it. The Captain had left the top of the ladder when I turned after hearing the splash.

By Mr. Pocock—There was a strong current at the time. The Captain had a bad way of talking and swearing at the men. Kawaguchi Sokuchi, saloon boy, gave similar evidence as to what occurred before. He said—I was about 2 feet from the gun when the consciousness took place. The quartermaster was on the platform of the gangway and the second officer was on the hatch. The Captain took him by the arm and said "Get out of this." The man fell on the deck towards the gangway. The Captain was then on the second last step of the ladder. I lowered the ladder to allow the Captain to stretch as far as he could to try and save the man. There was a sampan close by, but the Japanese did not reach it. The Captain had left the top of the ladder when I turned after hearing the splash.

By Mr. Pocock—There was a strong current at the time. The Captain was turning the engine and I ran to tell him to stop. If the man had been caught by the current he would have gone out of sight in a very short time. The *Geelong* has an unusually high rail, about 4 feet of solid rail, and there is an open upper rail, about 16 inches above that. Beside the gangway there is an opening between the rails, but at other parts there is a not work. The upper rail is about 6 feet high, nobody could look over it. Any man about 2 feet forward from the ladder could not see down the ladder without leaning over the rail. The quartermaster was the only person I saw near the rail. I did not see the cabin boy there. If he had been looking over the rail I would have seen him. Until he had gone on the platform he could not have seen half down the gangway. I am quite sure the Captain did not beat the Japanese. He assisted him upon his legs. The Japanese got on his feet. It was stated that the Captain took the man by his feet and threw him down the gangway. Witness was then standing on the iron grating over the hatch. As soon as the Captain threw the man on the gangway witness went to the side of the ship. He saw the deceased fall down a little lower than half way down. Witness was about 30 or 40 feet from the gangway. He could see easily down the ladder. The quartermaster tried to stop the Captain and the Captain pushed the quartermaster aside and went down the ladder and pushed the man into the water. It was he and two others who reported the matter to the police about half an hour afterwards.

By Mr. Pocock—There was a strong current at the time. The Captain was then on the platform of the gangway and the second officer was on the hatch. The Captain took the man by his feet and threw him down the gangway. The quartermaster was on deck, but not on the gangway. I was at a distance of 16 feet from the gangway when the Captain had got down to the second last step. He would just have reached that point. He had started to go down whenever he heard the splash, and when I saw him I came to that conclusion and went at once to lower the ladder. No man on board the ship unless he were on the gangway or the poop could see down the ladder.

By Mr. Pocock—Even supposing there were only 12 steps in the ladder the Captain, between the time I saw him stretching forward as if to speak to some one down the ladder and the time I heard the splash, could not have got half down the ladder.

THE FATAL ACCIDENT ON BOARD THE *MUTINE*.

We have great pleasure in recording the fact that the first performance of the Amateur Dramatic Club—which, on Tuesday evening, the 8th inst., off the Jubilee celebrations in the Colours—was a marked success. There was a full house and the audience present was—His Excellency Sir William De Veer, attended by his Private Secretary (Mr. Slingsby, W. Bethell), and H. E. Major-General Cameron and the Major Cameron.

The following evidence was given:

H. M. S. Mutine—I know the two deceased.

I had just time to turn my head and pass word to the note when I heard the noise.

I did not see the Captain when I turned after hearing the splash.

By Mr. Mandel—The Captain was sober and was not excited. He was quite calm.

Dr. Marques gave evidence as to having examined the body of the deceased, and which he found in so advanced a state of decomposition that he could not make a proper diagnosis. The body was dressed in European clothes. There were faint marks on the arm, two red birds above and a blue flag below.

Tahala said he was quartermaster on the *Geelong* on the night of the 20th September about 7.30, and was standing on the gangway. I saw the second officer on the hatch, which is about 12 feet from where I was. Another officer and a Japanese came from forward. The Japanese wanted to take hold of this man by the two hands, but never moved from his place after that and never moved from his place on the top of the ladder after he was down the ladder and pushed or threw him into the water, while on the other hand it was stood on the part of the Captain—and it was his defence—that he never touched the man, that he never, that is to say, pushed him, and that he never, that is to say, pulled him down the ladder.

The Acting Attorney General—There is no evidence of that.

His Lordship—Mr. Francis says it is alleged, and that is the defence.

Mr. Francis said he admitted that it was the defence and that it was a statement of fact consistent with the evidence. Mr. Francis then proceeded to contrast the statement made by the Second Officer and that of the Japanese pointing out that while the Japanese stated that the Captain had half way down the ladder, before the man fell into the water, the second officer said he had gone down the ladder and pushed the man into the water.

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THE ROCKET EXPLOSION.

FATALITY.

The instant on the bodies of the two artillermen, Brand and Barrett, who were killed by an explosion of rockets on board a lighter in the harbour on the evening of the 9th inst., was captured at the Macraestry to-day before Mr. Wadhouse, Coroner, and Messrs. Norman Sanders, J. P. Madar, and B. F. D. Ronayne, jurymen.

Mr. Frederick Mann recalled—I am able

to say that there were no refreshments given to the men below except some tonic water. No smoking was allowed on board

either on the lighter or the pontoon. I particularly asked them about smoking and they were fully aware that it was important they should not smoke. They had nothing to do except to put the rockets into the sticks and haul up the fireworks. The opening of the hatch was about two feet four inches high. There was an opening on the deck. The hole was not protected in any way. It was the only opening there was. The ordinary hatchway was covered with planks and two thicknesses of tarpaulin, and there was a special communication with the hold made for the purpose. It was quite impossible for any spark to get in anywhere except at this opening. We counted some 450 cases of exploded rockets and several bundles of Roman candles.

Inspector Crookock stated that the age of Brand was 23 and of Barrett 29, and that both were unmarried.

Wing Akut, headman on the P. & O. Co.'s lighter, said—On the 9th instant, at 11.15 p.m., I was standing on the deck of the lighter in which the fireworks were kept. I was passing fireworks over to the men on the raft. I don't know what caused the explosion.

Edward Bond, reporter, said—About 20 minutes past eleven I was on board the P. & O. Co.'s lighter, in the harbour, somewhere abreast of Pudra's wharf. We were about a quarter of a mile from this lighter. At every explosion of the rockets, one rocket instead of following the flight of the rest, which went directly upwards, went spirally, turned round and came down again, and seemed to me to go right back to the place where it was fired from. I thought this very strange and spoke to a person near me about it. I am of opinion that the explosion might have been caused by one of these rockets. It always seemed to me to be getting dangerously near to the lighter, and I consider it quite possible that a spark from one of them might find its way into the opening. I saw the explosion and it occurred, not twelve seconds after my seeing one of those rockets I have referred to. It was within sufficiently short time for a spark from that rocket to have caused the explosion. It did not occur to me at the moment that the explosion was due to this cause, but the idea presented itself to me afterwards.

Mr. Frederick Mann, recalled—The side opening was about nine feet from the water. There was a canvas covering over the hole, leaving an opening of not more than 18 inches.

Dr. Marques—On the night of 9th inst. the deceased were admitted to the Hospital. They were suffering from severe burns all over the body. Barrett was unconscious, but the other was able to speak.

He did his and his companion's work on board the lighter when a spark of a rocket went in and caused the explosion.

I believe the man was quite sober.

Inspector Crookock—I have seen the hole from which the rockets were being passed out. I consider it was a safe arrangement.

It might be dangerous from the funnel of a steam launch, or a spark from a rocket falling on deck, but still it appeared to me to be the only arrangement that could be made.

Wing Akut recalled said he saw a rocket fall on the deck of the lighter where it spun around, and just after, the explosion took place. It seemed to him that that was the cause of the explosion. The rocket was turning round and round on the deck.

Arthur Wagner, assistant Marine Surveyor—I was standing at the City Hall when the explosion took place. I noticed one of the rockets fired from the pontoon takes rather irregular course. It seemed to go towards the lighter, and immediately afterwards the explosion took place. I fancied that this rocket was the cause of it. I think the arrangement made was a very satisfactory one, and I could not say at anything being done that was not done.

The jury returned a verdict of accidental death, finding that the explosion had been caused by a spark from the fireworks discharged from the raft, but also being of opinion that all possible precautions to prevent accidents had been taken.

SHIPPING NEWS.

(London and China Express, Oct. 7.) The Liverpool Salvage Association reports under date of September 28th as follows with reference to the steamer *Leviathan*—Since last report the following crafts have docked, *Let Me Alone*, full cargo sound goods; *Queen*, about 100

packages, *wei* cargo; *Lionel George* (a. cargo principally girder); the fore end of the vessel has been moved ahead about its own length, and is now being discharged to trim it for removal up river. Some small leakage having occurred *Wei* steam pump was put on board to keep it free of water. Position of after end unchanged, and on the 30th they report that four more lighters had arrived with cargo since last report; discharges continue as rapidly as the heavy nature of the cargo permits; the fore end of the vessel was successfully floated this morning and removed to the river beach.

Advice from Cape Town, Sept. 14, states that the wreck of the British barque *Manjani*, from Hongkong for New York, occurred on Aug. 27, at a spot twenty miles south of Houtenkop. All hands were saved. The master arrived by boat at Port Noloth just before the last mail left that place. He reported the total wreck of the vessel, and that he had disposed of the wreck and cargo as it lay for the sum of £30. Further information is expected daily by a co-sting steamer which has been instructed to call at the spot and bring up the crew. The scene of the wreck is a country very sparsely inhabited, and communication with any town or telegraph station is difficult.

Statistics show that the number of steamers existing in the world in 1886 was estimated at 9,969, of an aggregate burden of 10,591,843 tons. In the previous year the number was stated at 9,642, of an aggregate burden of 10,291,241 tons.

The P. & O. Company's steamship *Victoria*, which left Plymouth at 9 a.m. on the 2nd inst. for Bombay, arrived at Gibraltar at daylight on the 5th instant, thus making the passage in 60 hours. This is the first of the four new ships of this company to be fitted up by Her Majesty's Government as armoured cruisers. The *Brizotina*, sister ship of the *Victoria*, undergoes her official trial in the Clyde next week, and leaves for Australia on the 4th inst.

The loss is reported of the *Umberto Prime*, one of the largest steamers of the General Steam Navigation Company.

It was wrecked off the island of Ventotene, in the Gulf of Naples, while proceeding from Genoa to Naples. The passengers and crew, numbering five hundred souls, were saved by four passing steamers. The *Umberto Prime* and the cargo on board were lost.

The Pacific Mail Steamship Company is about to expand £160,000 or £200,000 upon two large new steamers. The steamers (*Argus* says) are required for the company's trade with China. Estimates for the steamers are given in Europe as well as in the United States.

The steam *Tartar*, from Hamburg for China, put into Plymouth on Sept. 30 with condenser out of order.

NAVAL AND MILITARY NEWS.

(London and China Express, Oct. 7.)

It is stated that Vice-Admiral Nowell Salmon will shortly succeed Vice-Admiral Sir William Howett in the command of the Channel Squadron, and that Admiral Hewett will take the place of Vice-Admiral R. V. Seymour as Commander-in-Chief on the China Station.

A telegram from Port Said, dated Oct. 7, says—The Chinese Squadron consists of the new vessels built for the Chinese Government at Stettin and Elswick, arrived here to-day from Portsmouth under the command of Admiral Lang.

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Amongst the passengers on the *Orontes*, which has just sailed, are: Major Davison, Second Lieut. H. R. Orton, Quartermaster Carlyle, and drafts of 21 and 24 men from the Western and Eastern Divisions. R. A. Captain Mogeridge, 117 men 2nd South Lancashire Regiment from Portsmouth, Major Tuck, Army Pay Department, and Quartermaster Batt. R. E. Captain Hobson arrived in the campaign of 1860 in China, receiving the medal with clasp for the Taku Forts.

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